

Minutes of CIA Traffic Advisory Committee Meeting
27 November 1984

1. The seventh meeting of the CIA Traffic Advisory Committee was convened at 3:00 p.m. on Tuesday, 27 November 1984. Attached is a list of attendees.

2. The Chairman opened the meeting by reviewing the history of actions taken since the last Committee meeting, concluding that the purpose of this meeting was to reach consensus on one of the two alternatives for Route 123 improvements. Committee members were then asked to discuss the positions taken with respect to the two preliminary design options under consideration for Route 123.

3. The positions taken by the McLean Citizens Association (MCA) and by the Ad Hoc Committee were discussed first. The two organizations are in agreement and in favor of a two-lane implementation of design alternative 2, the at-grade option. Mrs. Richards, MCA representative, stated that action would be taken to delete the third lane of Route 123 between Old Dominion and the George Washington Memorial Parkway (GWMP) from the current County Master Plan. She stated that the intent of this proposed lane is to serve as a dedicated bus lane connecting with a similarly proposed lane previously projected for the Parkway. Since the additional Parkway lane is not planned, the addition of the third lane on Route 123 is not desired by the community.

4. Mr. Maxfield stated that the Ad Hoc Committee members were strongly opposed to grading Route 123 for a potential third lane at the time CIA improvements are implemented. Mr. Pant, Fairfax County, stated that the County felt this was necessary so that widening could be quickly accomplished should the CIA fail to meet the terms of the Traffic Management Agreement between CIA and the Virginia Department of Highways and Transportation (VDH&T). Mr. Maxfield replied that his view was that there were other options to be looked at in the event traffic management does not work. Mr. Fowler, the Dewberry and Davis consultant, stated that there was no significant cost difference between completing the grading now or in the future.

5. The Chairman polled the other Committee members for their respective positions. Mr. Byrne, GWMP, stated that the Park Service had no objection to the proposed Route 123 improvements since they did not impact on Parkway operations. He stated that design and construction of the improved exit ramps from the CIA onto the Parkway is currently underway. On the subject of the proposed lane addition at the Beltway/Parkway interchange, the Park Service has concerns for the possible impacts of the added traffic that may result on the Rosslyn portion of the Parkway.

6. Mr. Bozarth, National Capital Planning Commission representative, stated that the Commission's only interest in the selection of a design alternative is ensuring that a solution acceptable to all parties is achieved.

7. Mr. Gehr, VDH&T Northern Virginia District, stated that he felt his local Office could support alternative 2, but he could not speak for VDH&T

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Richmond as they had not yet provided him with a position. He stated that no State position could be taken until the environmental assessment is completed in February.

8. Mr. Pant, Fairfax County representative, likewise responded that the County position was not available and would have to await the environmental assessment. He indicated that action of the County Board would be required before a position is finalized.

9. The Chairman stated that CIA was willing to state that they support the alternative 2 design in principle, subject to receipt of a favorable environmental assessment.

10. Since both MCA and the Ad Hoc Committee have put forward stipulations on the detailed design as part of their positions, Mr. Fowler was asked to comment on the feasibility of the design features requested:

a. A berm with landscape buffering can be created between Evermay section 7 and the Route 193 intersection with Route 123. While the exact depth of the berm cannot yet be specified, adequate space will be made available to provide the desired buffer.

b. The required realignment of the Route 123 lanes will result in elimination of the grade difference between the two sides of the road that now exists at Potomac School Road. It will also substantially provide the grading required for the possible addition of a third lane.

c. While there is concern for the four laning of Route 193 at the Route 123 intersection, Mr. Fowler stated that this is required because of the additional turning movements created by the four-way intersection and the correspondingly decreased green light time available for Route 193 traffic.

d. With respect to a requested traffic signal at Savile Lane, Mr. Fowler stated that only VDH&T could speak to the issue. Mr. Gehr stated that traffic engineering did not support addition of this signal. In response to Mr. Maxfield's questions, Mr. Gehr stated that there were no known administrative waivers available that would permit installation of a signal where analysis indicated none is required.

e. Mr. Fowler stated that the signals at Route 193 and the CIA entrance could be synchronized.

f. With respect to requests for sign and landscaping plans, Mr. Fowler stated that the preliminary signing concept already provided was as much as practically possible at this time. No landscaping concepts have been developed, and not much detail would be possible except to point out potential areas for planting.

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11. The Chairman stated that it had been hoped that a public information meeting would occur during December. However, since neither VDH&T nor the County would be able to provide citizens with a position at that time, it appeared that the public meeting would have to wait until February when the environmental assessment is available.

12. Community representatives stated that they saw no problem with delaying the meeting and requested that one more Committee meeting be scheduled to discuss the environmental assessment when available.

The meeting adjourned at 4:30 p.m.

Attachment:
List of Attendees

ATTACHMENT

Attendees
Seventh Meeting - CIA Traffic Advisory Committee
27 November 1984

<u>Name</u>	<u>Organization</u>
ADAMS, Gloria A.	McLean Citizens Association
ANDREWS, Bob	Virginia House of Delegates
BLACKMAN, R. H.	VDH&T (Environmental)
BLOOD, Patricia	Ad Hoc Committee
BOYLE, Jim	Frank Wolf
BOZARTH, Donald	National Capital Planning Commission
BYRNE, John	National Park Service
CONLEY, S. R.	VDH&T - Richmond
DuBOIS, Joan	Supervisor Falck's Office, Fairfax County
FARLEY, Thomas F.	VDH&T - Northern Virginia
GEHR, David R.	VDH&T - Northern Virginia
	CIA
	CIA
PANT, Shiva K.	Fairfax County Office of Transportation
RICHARDS, Lilla	McLean Citizens Association

STAT

McLEAN CITIZENS ASSOCIATION

P. O. BOX 273
McLEAN, VIRGINIA 22101

8703 Brook Road
McLean, Virginia 22102
November 13, 1984

STAT

[Redacted]
Chairman, CIA Traffic Advisory Committee
New Building Project Office, 4E50
Washington, D. C. 20505

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Dear [Redacted]

On motion of the MCA Transportation Committee, the McLean Citizens Association Board of Directors at its November meeting approved the following resolutions:

A. Support of Alternative 2, the at-grade solution at the Dolley Madison entrance, rather than Alternative 4, the grade-separated solution, with certain conditions:

1. That the CIA build a short asphalt trail which would provide a connection between the sidewalk on the south side of Route 123 and the trail which is to be built on the north side of Route 193.

2. That the two-way section of Potomac School Road-extended be moved slightly to the east to allow space for an earth berm and landscaping between it and Evermay Section 7.

3. That the existing grade between the eastbound and westbound lanes of Route 123 at Potomac School Road be equalized, to eliminate the slope of Route 123 at Potomac School Road which in bad weather is hazardous to school buses and others.

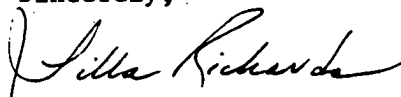
4. That a signal, synchronized with the signal at the main exit from CIA, be provided at the double right turn to Route 123.

5. That the old eastbound pavement bordering Evermay and Clearview Manor be removed and replaced with landscaping for noise control, except for a four-foot wide strip of pavement paralleling the new eastbound lanes which would function as a trail.

B. Support of such amendments to the Fairfax Comprehensive Plan as may be necessary to make it clear that Route 123 is to remain at four lanes plus turning lanes east of Old Dominion Drive. (Note: The Plan presently shows the possible addition of one lane in each direction for use by buses between the intersection of Routes 193 and 123 and the bridge of Route 123 over the George Washington Parkway.)

I cannot close this letter without reporting that in the Transportation Committee, and at the Board meeting, there was unanimous agreement that we should commend the CIA for its extraordinary effort to accommodate the concerns of its immediate neighbors and the larger community. We look forward to the next meeting of the CIA Traffic Advisory Committee, and to the Community Forum.

Sincerely,



Lilla D. McC. Richards, Chairman
MCA Transportation Committee

cc: Mrs. Adams

Organized November 2, 1914 — Incorporated 1921

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